

Table Of Contents

Applicant: Illinois Department of Transportation
Application Number: IPR2010000049
Project Title High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 -
Planning - Illinois - Chicago to St. Louis Double Track NEPA
Status: Submitted

Online Forms

1. SF-424 Application for Federal Assistance (Version 2.0)
2. SF-424A Budget Information - Non-Construction Programs
3. SF-424B Assurances - Non-Construction Programs
4. SF-LLL Disclosure of Lobbying Activities

Additional Information to be Submitted

1. HSIPR Track 3 - Planning Application Form (Required; Upload your own document as an attachment)
 - (Upload #1): Track 3 - Chicago to St.Louis
2. Federal Railroad Administration Assurances & Certifications (Required; Upload template as an attachment)
 - (Upload #2): FRA Assurances
3. Comprehensive Executed Partnership Agreements (Optional; Upload your own document as an attachment; Required prior to award)
 - (Upload #3): Multi-State MOU
 - (Upload #4): UP/IDOT MOU
 - (Upload #5): IL/MO MOU
4. Map of Planned Investments (Optional; Upload your own document as an attachment)
 - (Upload #6): Proejct Schematic - Chicago to ST. Louis
5. Additional Supporting Documents (Optional; Upload your own document as an attachment)

Note: Upload document(s) printed in order after online forms.

Application for Federal Assistance SF-424

Version 02

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision		* If Revision, select appropriate letter(s): <div style="border: 1px solid black; height: 15px; width: 100%;"></div> * Other (Specify) <div style="border: 1px solid black; height: 15px; width: 100%;"></div>															
* 3. Date Received: <div style="border: 1px solid black; padding: 2px;">08/24/2009</div>		4. Applicant Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>																	
5a. Federal Entity Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		* 5b. Federal Award Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>																	
State Use Only:																			
6. Date Received by State: <div style="border: 1px solid black; padding: 2px;">08/24/2009</div>		7. State Application Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>																	
8. APPLICANT INFORMATION:																			
* a. Legal Name: <div style="border: 1px solid black; padding: 2px;">Illinois Department of Transportation</div>																			
* b. Employer/Taxpayer Identification Number (EIN/TIN): <div style="border: 1px solid black; padding: 2px;">37-1355033</div>		* c. Organizational DUNS: <div style="border: 1px solid black; padding: 2px;">133600754</div>																	
d. Address:																			
<table style="width: 100%;"><tr><td style="width: 15%;">* Street1:</td><td><div style="border: 1px solid black; padding: 2px;">100 W. Randolph</div></td></tr><tr><td>Street2:</td><td><div style="border: 1px solid black; padding: 2px;">JRTC, 6-600</div></td></tr><tr><td>* City:</td><td><div style="border: 1px solid black; padding: 2px;">Chicago</div></td></tr><tr><td>County:</td><td><div style="border: 1px solid black; padding: 2px;">Cook</div></td></tr><tr><td>* State:</td><td><div style="border: 1px solid black; padding: 2px;">Illinois</div></td></tr><tr><td>Province:</td><td><div style="border: 1px solid black; height: 15px; width: 100%;"></div></td></tr><tr><td>* Country:</td><td><div style="border: 1px solid black; padding: 2px;">UNITED STATES</div></td></tr><tr><td>* Zip / Postal Code:</td><td><div style="border: 1px solid black; padding: 2px;">60601-3229</div></td></tr></table>				* Street1:	<div style="border: 1px solid black; padding: 2px;">100 W. Randolph</div>	Street2:	<div style="border: 1px solid black; padding: 2px;">JRTC, 6-600</div>	* City:	<div style="border: 1px solid black; padding: 2px;">Chicago</div>	County:	<div style="border: 1px solid black; padding: 2px;">Cook</div>	* State:	<div style="border: 1px solid black; padding: 2px;">Illinois</div>	Province:	<div style="border: 1px solid black; height: 15px; width: 100%;"></div>	* Country:	<div style="border: 1px solid black; padding: 2px;">UNITED STATES</div>	* Zip / Postal Code:	<div style="border: 1px solid black; padding: 2px;">60601-3229</div>
* Street1:	<div style="border: 1px solid black; padding: 2px;">100 W. Randolph</div>																		
Street2:	<div style="border: 1px solid black; padding: 2px;">JRTC, 6-600</div>																		
* City:	<div style="border: 1px solid black; padding: 2px;">Chicago</div>																		
County:	<div style="border: 1px solid black; padding: 2px;">Cook</div>																		
* State:	<div style="border: 1px solid black; padding: 2px;">Illinois</div>																		
Province:	<div style="border: 1px solid black; height: 15px; width: 100%;"></div>																		
* Country:	<div style="border: 1px solid black; padding: 2px;">UNITED STATES</div>																		
* Zip / Postal Code:	<div style="border: 1px solid black; padding: 2px;">60601-3229</div>																		
e. Organizational Unit:																			
Department Name: <div style="border: 1px solid black; padding: 2px;">Illinois Department of Transpo</div>		Division Name: <div style="border: 1px solid black; padding: 2px;">DPIT</div>																	
f. Name and contact information of person to be contacted on matters involving this application:																			
<table style="width: 100%;"><tr><td style="width: 30%;">Prefix: <div style="border: 1px solid black; padding: 2px;">Mr.</div></td><td style="width: 70%;">* First Name: <div style="border: 1px solid black; padding: 2px;">George</div></td></tr><tr><td>Middle Name: <div style="border: 1px solid black; padding: 2px;">E.</div></td><td></td></tr><tr><td colspan="2">* Last Name: <div style="border: 1px solid black; padding: 2px;">Weber</div></td></tr><tr><td>Suffix: <div style="border: 1px solid black; height: 15px; width: 100%;"></div></td><td></td></tr></table>				Prefix: <div style="border: 1px solid black; padding: 2px;">Mr.</div>	* First Name: <div style="border: 1px solid black; padding: 2px;">George</div>	Middle Name: <div style="border: 1px solid black; padding: 2px;">E.</div>		* Last Name: <div style="border: 1px solid black; padding: 2px;">Weber</div>		Suffix: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>									
Prefix: <div style="border: 1px solid black; padding: 2px;">Mr.</div>	* First Name: <div style="border: 1px solid black; padding: 2px;">George</div>																		
Middle Name: <div style="border: 1px solid black; padding: 2px;">E.</div>																			
* Last Name: <div style="border: 1px solid black; padding: 2px;">Weber</div>																			
Suffix: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>																			
Title: <div style="border: 1px solid black; padding: 2px;">Bureau Chief</div>																			
Organizational Affiliation: <div style="border: 1px solid black; padding: 2px;">Illinois Department of Transportation</div>																			
* Telephone Number: <div style="border: 1px solid black; padding: 2px;">312-793-4222</div>		Fax Number: <div style="border: 1px solid black; padding: 2px;">312-793-1251</div>																	
* Email: <div style="border: 1px solid black; padding: 2px;">george.weber@illinois.gov</div>																			

Application for Federal Assistance SF-424

Version 02

9. Type of Applicant 1: Select Applicant Type:

State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

-Passenger and Freight Railroad Programs

11. Catalog of Federal Domestic Assistance Number:

20.317

CFDA Title:

Capital Assistance To States - Intercity Passenger Rail Service

*** 12. Funding Opportunity Number:**

FR-IPR-09-001

* Title:

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning

13. Competition Identification Number:

FR-IPR-09-001-010437

Title:

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning

14. Areas Affected by Project (Cities, Counties, States, etc.):

Joliet, Wilmington, Dwight, Pontiac, Bloomington-Normal, Lincoln, Springfield, Carlinville and Alton. Counties - will, Grundy, Livingston, McLean, Logan, Sangamon, Macoupin, and Madison

*** 15. Descriptive Title of Applicant's Project:**

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning - Illinois - Chicago to St. Louis Double Track NEPA

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="1250000"/>
* b. Applicant	<input type="text" value="0"/>
* c. State	<input type="text" value="1250000"/>
* d. Local	<input type="text" value="0"/>
* e. Other	<input type="text" value="0"/>
* f. Program Income	<input type="text" value="0"/>
* g. TOTAL	<input type="text" value="2500000"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

☐ Yes ☒ No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:

Application for Federal Assistance SF-424

Version 02

*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

BUDGET INFORMATION - Non-Construction Programs

OMB Approval No. 0348-0044

SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. HSIPR Program	20.317			\$1,250,000.00	\$1,250,000.00	\$2,500,000.00
2. Intercity Passenger Rail Ir	20.317					
3. Intercity Passenger Rail Ir	20.317					
4. Intercity Passenger Rail Ir	20.317					
5. Totals				\$1,250,000.00	\$1,250,000.00	\$2,500,000.00

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1) HSIPR Program	(2) Intercity Passen	(3) Intercity Passen	(4) Intercity Passen	
a. Personnel	\$1,750,000.00				\$1,750,000.00
b. Fringe Benefits	\$400,000.00				\$400,000.00
c. Travel	\$80,000.00				\$80,000.00
d. Equipment					
e. Supplies	\$70,000.00				\$70,000.00
f. Contractual	\$80,000.00				\$80,000.00
g. Construction					
h. Other	\$120,000.00				\$120,000.00
i. Total Direct Charges (sum of 6a-6h)	\$2,500,000.00				\$2,500,000.00
j. Indirect Charges					
k. TOTALS (sum of 6i and 6j)	\$2,500,000.00				\$2,500,000.00
7. Program Income					

Authorized for Local Reproduction

Standard Form 424A (Rev. 7-97)
Prescribed by OMB Circular A-102

SECTION C - NON-FEDERAL RESOURCES

(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS
8. HSIPR Program		\$1,250,000.00	\$	\$1,250,000.00
9. Intercity Passenger Rail Investment				
10. Intercity Passenger Rail Investment				
11. Intercity Passenger Rail Investment				
12. TOTAL (<i>sum of lines 8-11</i>)		\$1,250,000.00		\$1,250,000.00

SECTION D - FORECASTED CASH NEEDS

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$1,250,000.00	\$312,500.00	\$312,500.00	\$312,500.00	\$312,500.00
14. Non-Federal	\$1,250,000.00	\$312,500.00	\$312,500.00	\$312,500.00	\$312,500.00
15. TOTAL (<i>sum of lines 13 and 14</i>)	\$2,500,000.00	\$625,000.00	\$625,000.00	\$625,000.00	\$625,000.00

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

(a) Grant Program	FUTURE FUNDING PERIODS (Years)			
	(b) First	(c) Second	(d) Third	(e) Fourth
16. HSIPR Program	\$875,000.00	\$375,000.00		
17. Intercity Passenger Rail Investment				
18. Intercity Passenger Rail Investment				
19. Intercity Passenger Rail Investment				
20. TOTAL (<i>sum of lines 16-19</i>)	\$875,000.00	\$375,000.00		

SECTION F - OTHER BUDGET INFORMATION

21. Direct Charges: \$2,500,000.00	22. Indirect Charges:
23. Remarks:	

OPHS-1 SF424B Assurances

Project Title: High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning - I
Project Period: 01/01/2010 to 06/01/2011
Application Organization: Illinois Department of Transportation
Authorized Certifying Official: George E. Weber
Title: Bureau Chief

☐ I DO NOT agree with the terms of the Signing Agreement

☒ I agree with the terms of the signing Agreement

Upload #1

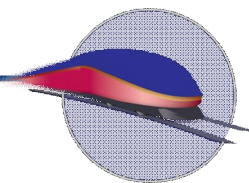
Applicant:	Illinois Department of Transportation
Application Number:	IPR2010000049
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning - Illinois - Chicago to St. Louis Double Track NEPA
Status:	Submitted
Document Title:	Track 3 - Chicago to St.Louis

Project Name: IL-Chicago-St. Louis Double Track NEPA Date of Submission: 08/24/09 Version Number: 1

High Speed Intercity Passenger Rail (HSIPR) Program

Application Form

Track 3–Planning



Welcome to the Track 3–Planning Application for the Federal Railroad Administration’s High Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 3 are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application and as detailed in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at HSIPR@dot.gov.

Instructions:

- Please complete this document and provide any supporting documentation electronically.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 3 Planning Project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your Planning Project, please indicate “N/A.”
- Narrative questions should be answered concisely in the space provided.
- Applicants must upload this completed application form and any supporting documentation to www.GrantSolutions.gov by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government’s fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: HSIPR@dot.gov

A. Point of Contact and Application Information

(1) Application Point of Contact (POC) Name: Mr. George Weber		POC Title: Bureau Chief, Railroads		
Street Address / City: JRTC, Suite 6-600, 100 W. Randolph	City: Chicago	State: IL	Zip Code: 60601	Telephone Number: 312-793-4222
Fax: 312-793-1251		Email: george.weber@illinois.gov		

(2) Name of lead State applying: IL <i>States are the only eligible applicants under Track 3</i>				
(3) Name(s) of additional States applying in this group (if applicable): MO				
(4) Is this Planning Project related to additional applications for HSIPR funding? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Maybe If “Yes” or “Maybe” provide the following information:				
Application Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Requested (if known)	Status of Application
IL-Chicago-StL Corr-Full Build-Out-PTC	IDOT	Track 2	\$ 2,420,000,000	Will Apply
IL-Chicago-StL Corr-Stas/Platfs/Parking	IDOT	Track 2	\$ 108,000,000	Will Apply
IL-Dwight-Joliet Siding Improvements	IDOT	Track 1a - FD/Construction	\$ 84,215,452	Applied
IL-Dwight-St. Louis Siding Improvement	IDOT	Track 1a - FD/Construction	\$ 94,668,490	Applied

Project Name: IL-Chicago-St. Louis Double Track NEPA Date of Submission: 08/24/09 Version Number: 1

B. Project Overview

(1) **Planning Project Name:** IL-Chicago-St. Louis Double Track NEPA

(2) **Which corridor service(s) is (are) the subject of the Planning Project (Corridor name, between which cities/stations, etc)? Please limit your response to 1,000 characters.**

This application seeks assistance in performing NEPA-required environmental review of certain improvements in the Chicago to St. Louis HSR-designated corridor. From the outset, Chicago-St. Louis HSR has been an incremental project building up to 110 MPH service.

In 2003, FRA issued a FEIS and subsequent ROD, clearing major HSR improvements on a portion of the corridor. IDOT now wishes to supplement this EIS to (1) encompass the entire Chicago to St. Louis corridor, (2) designate this existing corridor as a build alternative (the no-action alternative will be assessed), (3) provide for the installation of double track on the entire route, and (4) perform other assessments that may be required refresh the document. Full double track was not scoped in the 2003 document nor was the corridor north of Dwight IL.

(3) **Which of the following planning activities are proposed to be funded under the HSIPR Program?**

- ☐ Alternative Analysis Studies
☐ Service Development Planning
☐ "Service" or "Tier 1" NEPA
☒ Other (Please Describe): Supplemental EIS

(4) **Describe the service attributes of the Program/Project for which you are planning (check all that apply):**

- | | |
|--|--|
| <input checked="" type="checkbox"/> Additional Service Frequencies | <input checked="" type="checkbox"/> Improved On-Time performance on Existing Route |
| <input type="checkbox"/> New Service | <input checked="" type="checkbox"/> Increased Average Speeds/Shorter Trip Times |
| <input checked="" type="checkbox"/> Service Quality Improvements | <input type="checkbox"/> Other (Please Describe): |

(5) **What are the anticipated start and end dates for this Planning Project? (mm/yyyy)**

Start Date: 1/2010

End Date: 6/2011

(6) **Total Cost of Planning Activity(s) (Year of Expenditure (YOE) Dollars*):** \$ 2,500,000

Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars)** \$ 1,250,000

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

** This is the amount for which the applicant is applying.

(7) Planning Project Overview. *Please limit response to 4,000 characters.*

Please provide a description of work for the planning activities to be funded under the HSIPR Program, including:

- Component of a Service Development Plan
- Planning Tasks / Milestones
- Preparation of Documents, Including Expected Deliverables

Detail the nature of any studies to be conducted and the expected outcomes from these, including design, technical and field studies. Also include anticipated outreach and coordination efforts with the public, agencies, affected railroads, and property owners, as applicable.

Planning for this rail corridor and significant construction and investment, has been underway for more than 30 years. A Service Development Plan has already been developed as part of the Midwest Regional Rail Initiative effort, as described in the next section. A Final EIS for an intermediate level of improvements on a portion of this corridor, was completed in 2003. Several Track 1a and Track 2 applications are being submitted for the initial improvements. One of the planned Track 2 applications, funding for full build out which includes double tracking and other improvements scoped in the 2003 EIS for the entire corridor, will be accompanied by an Environmental Assessment. This Track 3 application is intended to provide for supplementing the 2003 EIS should a significant impact be detected in the EA process,

The EIS supplement process will start with drafting of a Notice of Intent, then initial scoping meetings (agency and general public) will be scheduled, and scoping materials (purpose and need, alternatives, evaluation criteria, baseline environmental map with existing resources, schedule, and participating and cooperating agencies) will be prepared. The draft community and public involvement plan (i.e. coordination plan) will also be prepared.

The supplemented draft EIS will be prepared documenting the social, economic, and environmental impacts, measures to avoid, minimize, and mitigate impacts plus any impacts resulting after mitigation, including indirect and cumulative impacts. During the EIS supplement process and in addition to the scoping meetings, at least one public meeting will be held to update the agencies and public on the project. This public meeting is the forum to present analyses decisions and the reasoning behind the decisions, and solicit input.

Once the draft supplement is approved, it will be distributed, the Notice of Availability will be published in the Federal Register, and the public hearing(s) held. In addition, a press release announcing the availability will be published. The draft Supplemental EIS will be made available at least 45 days for public and agency review and comment. At least one public hearing will be held and will be scheduled a minimum of 30 days after the draft has been made available to the public and agencies.

Verbatim transcripts of the public hearing will be provided. A public hearing summary report and comment response report will be prepared.

The Final Supplemental EIS will address substantive comments received and revise the technical memoranda, as appropriate. The NOA of the Final Supplemental EIS will be prepared. Once the Final Supplemental EIS is approved and the NOA published, there is a minimum 30 day comment period.

The Record of Decision (ROD) will document project decisions, the reasons for the decisions, and mitigation commitments. The ROD is published in the Federal Register. The ROD finalizes the NEPA process, but it should be noted that agencies and individuals can submit comments and the FRA may consider these final comments.

(8) Future Project Overview Narrative: Provide an overview of the main features and characteristics and milestones of the Program/Project that is the subject of the planning study, including a brief description of the items listed below. *Please limit response to 4,000 characters.*

- The location of the Program/Project (upload map if applicable)
- The intercity passenger rail service proposed (if applicable)
- The types of improvements under consideration/evaluation
- Connectivity and integration with other modes
- How the Program/Project supports the States' strategic transportation goals

The Chicago-St. Louis Double Track Improvement Project is the last phase in the development of the Chicago-St. Louis HSR Corridor Project. This route has been designated as a 110 MPH HSR Corridor for the Midwest Regional Rail Initiative. The project is located almost entirely within the State of Illinois between the cities of Chicago and St. Louis, MO on the Canadian National's Joliet Subdivision and the Union Pacific Railroad's Joliet and Springfield Subdivisions. A Memorandum of Understanding is in place with the state of Missouri.

The double track project consists of the final design and physical construction of a new second main track, including accompanying crossover, signal, bridge and crossing work. These improvements are required to reliably operate enhanced Amtrak passenger and UP freight service on the Corridor. The improvements will immediately enhance the reliability of both Amtrak and UP trains, increase average speeds on both tracks, and provide the potential for further service frequency increases and HSR service.

This project will benefit existing medium- and long-distance Amtrak services, including: the Lincoln Service between Chicago and St. Louis and the Texas Eagle between Chicago and St. Louis, Dallas/Ft. Worth, TX, and Los Angeles, CA. These trains serve Chicago, one suburban Chicago stop, and eight intermediate stops to St. Louis, including Joliet, Bloomington-Normal and Springfield, IL. UP, which operates 6+ daily freight trains on this corridor (varies by section, and forecasted to significantly increase), will also experience a reduction in delays.

Service in earlier proposed phases will utilize passing sidings between Chicago and St. Louis for pass and meet operations. While this is effective for passenger and freight operations for moderate frequencies, as train volumes and speeds increase on the line, the need to pass only at sidings will limit reliability and require schedules longer than otherwise necessary. This will undermine the marketability of service and the feasibility of connecting service in Chicago. The proposed improvements will permit trains to move more expeditiously, improve reliability and trip time, and enhance the marketability of intercity passenger rail service, and the improvements will further support a more regionally balanced transportation system. According to the 2003 Final EIS noted below, the existing network includes auto, bus, air, and rail travel, but currently 99% of the 35 million trips made annually in this corridor are via auto and air. Improving intercity passenger rail will divert more users to rail, improving utilization and providing benefits to the human environment.

The double track project will support capacity and trip time improvements necessary for future increased frequency and 110 MPH service. In 1992 the Secretary of Transportation designated the Chicago-St. Louis line as part of the "Chicago Hub Network" high-speed rail corridor. This led to a Financial and Implementation Plan (May 1994) and the concept and corridor were validated in the commercial feasibility study released by the FRA, High-Speed Ground Transportation for America (August 1996). A Final Environmental Impact Statement for the Chicago-St. Louis High

Speed Rail Project was issued in January 2003, followed by inclusion as a key component in the Midwest Regional Rail System report in September 2004. The Record of Decision (ROD) on the EIS for the Chicago-St. Louis HSR Project was executed on January 8, 2004. The ROD, however, does not provide for full double track nor does it provide for improvements between Dwight and Chicago.

The double track improvements proposed will provide for independent utility by improving reliability/trip time for existing Amtrak services and proposed high-speed services, as well as added capacity for freight service. The project supports the state's Statewide Transportation Improvement Plan.



Project Name: IL-Chicago-St. Louis Double Track NEPA Date of Submission: 08/24/09 Version Number: 1

C. Eligibility Information

- (1) Provide the percentage and amount of matching funds:** *Applications submitted under Track 3 require at least a 50% non-Federal match.*

Percentage: 50 %

Total Amount (YOE*): \$ 1,250,000

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

- (2) Indicate the source, amount and percentage of matching funds:**

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding ¹	Type of Funds	Dollar Amount (YOE Dollars)	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source
State Capital Funds	Existing	Committed	Planning	\$1,250,000	50%	See section F
	New	Committed				
	New	Committed				
	New	Committed				

- (3) Is the planning activity included in the State's Statewide Transportation Improvement Program (STIP) at the time of application?** ☒ Yes ☐ No

If not, describe / explain:

¹ Reference Notes: The following categories and definitions are applied to funding sources:

Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state Capital Investment Program (CIP) or appropriation. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor's control (e.g., the project development schedule extends beyond the State Rail Program period).

Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

Project Name: IL-Chicago-St. Louis Double Track NEPA Date of Submission: 08/24/09 Version Number: 1

D. Public Return on Investment

(1) Project Benefits. *Please limit response to 4,000 characters.*

Describe the benefits that are anticipated to result from the planned investment which is subject to this planning activity, including the extent to which the activity may be expected to:

- Lead to benefits for intercity passenger rail including travel time reductions, increased frequencies, and enhanced service quality
- Address safety issues
- Address intercity passenger rail reliability issues
- Be integrated and complementary to the relevant comprehensive planning process (23 U.S.C. 135)
- Support livable communities
- Promote environmental quality and/or energy efficiency
- Provide other public benefits in a cost-effective manner

The primary purpose of this double-track project and other previous corridor upgrades is to improve existing passenger and freight train operations for the entire corridor between Chicago and St. Louis by reducing delays and improving reliability. This leads to increased average speeds by drastically reducing the need to use passing sidings as a way of meeting or overtaking trains. A double main track system will eliminate the reduction in speed necessary to pull into a siding, and will also eliminate the waiting time needed for the opposing movement to pass. Evenly spaced high-speed crossovers will allow trains to travel around another train that may be disabled, without having an adverse impact on the schedule.

This project is also a necessary step to allow for the establishment of 110 MPH HSR service within the corridor. The 2003 Final EIS projected that the full implementation of 110 MPH HSR service within the Chicago - St. Louis Corridor would reduce Amtrak travel times from a current schedule of about 5-1/2 hours to between 4 and 4-1/2 hours. This is approximately 1 to 1-1/2 hours shorter than travel times achievable by automobile and bus. Because the passenger rail stations are located in the downtowns of Chicago and St. Louis, as well as the on-line cities, downtown-to-downtown rail passenger travel time between these two cities will be more comparable to air travel.

The double-track improvements proposed will provide for independent utility, by improving reliability/trip time for existing Amtrak services, and added capacity for freight service.

Travel safety will be enhanced by diverting trips from auto to rail, which is statistically safer. The Final EIS projected that the 110 MPH HSR service would attract approximately 601,700 annual riders, approximately 50% higher than anticipated with the No-Build Alternative. Approximately 31% of HSR passengers were projected to be diverted from other modes of travel between Chicago and St. Louis.

Existing ridership in the Chicago-St. Louis Corridor is significant, with almost one-half million passenger trips carried annually. Double-track will improve on-time performance and reduce train travel times, making train travel more attractive. For illustrative purposes, even if the project itself only increased annual ridership by one (1) percent (assuming 100% mode shift from automobile to train travel; a shift from airplane to train travel would likely yield even

higher results), the resulting annual environmental benefits for the first and fifth years could be similar to the following:

- Reduce vehicle miles of travel by 1.3 million;
- Reduce fuel consumption by 83,500 gallons, reducing dependence on oil;
- Reduce volatile organic compound (VOC) emissions by 1,400 pounds;
- Reduce carbon monoxide (CO) emissions by 30,000 pounds;
- Reduce oxides of nitrogen (NOx) emissions by 1,900 pounds;
- Reduce carbon dioxide (CO2) emissions by 800 tons; and
- Reduce particulate (PM10) emissions by 100 pounds.

Both Chicago and St. Louis have well established bus and rail transit systems and already provide multi-modal connections to the Amtrak stations that are the endpoints of the corridor. Additionally, many of the other towns and cities served by the Corridor also have bus systems that serve their respective Amtrak stations (including Joliet, Bloomington-Normal and Springfield). These well established mass transit systems will compliment and provide numerous opportunities for transit-oriented development that combine residential and retail uses for continued feeder service to the HSR system. Smaller metropolitan communities along the corridor, such as Joliet, Bloomington-Normal and Springfield also provide housing, employment and retail in close proximity to the HSR Corridor. The project supports and is included in the Statewide Transportation Improvement Plan.

Project Name: IL-Chicago-St. Louis Double Track NEPA Date of Submission: 08/24/09 Version Number: 1

E. Project Success Factors

(1) Planning Project Management Approach and Applicant Qualifications Narrative. *Please limit response to 4,000 characters.*

Describe qualifications of the applicant and its key partners to successfully complete the planning activities, including the following information:

- **Management Experience** – provide relevant information on experience in managing rail programs and planning activities of a similar size and scope to the one proposed in this application. Provide an organizational chart (or equivalent) that outlines the roles played by key Planning Project team members in completing activities as well as information on the role of contract support, engineering support and program management.
- **Financial Management Capacity and Capability**– provide relevant information on capability to absorb potential Planning Project cost overruns.
- **Risk Assessment** – provide a preliminary assessment of uncertainties within the planning process and possible mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk).

Describe any areas in which you could use technical assistance, best practices, advice or support from others, including FRA.

IDOT has previously successfully managed major capital improvement projects on the Chicago-St. Louis and other passenger rail corridors. In addition, as a result of its responsibility for state highways, IDOT has significant experience with NEPA and planning projects. In particular, IDOT managed the completion of the 2003 EIS (resulting in the 2004 ROD) for a portion of this same rail corridor. IDOT has long-standing agreements in place with Amtrak, Union Pacific, and other railroads. IDOT maintains a full time Rail Bureau, including a Bureau Chief (George Weber) with many years of significant rail passenger experience, a Chief of Rail Engineering and Chief of Freight, as well as support staff. The extensive resources of the overall IDOT are also available. IDOT maintains ongoing contracts with experienced rail planning and engineering consultants to provide additional and specialty support on a task order basis and for individual projects.

IDOT has full financial management capability for planning and implementing projects, demonstrated by years of planning and NEPA work for highway projects statewide. Illinois also brings significant demonstrated financial commitment to rail by supporting Amtrak services with funding for this and other corridors. In fact, the State's recent doubling of support on three corridors has achieved substantial results in terms of increased train frequency and ridership over the past two years. Improvements have been implemented by IDOT including state of the art signaling upgrades, track improvements, etc. IDOT is also the lead agency for the complex and multi-party CREATE freight railroad improvement initiative. This ground-breaking project involves significant coordination and demonstrated success in dealing with complex NEPA, planning, technical, and funding issues.

In terms of risk assessment, uncertainties in the project have been considered. Grantee risk is low given the state's experience, ability, and capacity to perform NEPA projects. Funding risk is low considering the state legislature's demonstrated commitment to rail improvements including in this Chicago-St. Louis corridor. Schedule risk for completing the NEPA work is also relatively low, given that the rail corridor is already used

for passenger and freight service so affected parties already have experience with passenger service on the corridor, impacts appear to be minimal, and most of the improvements are expected to be located within railroad right of way. Stakeholder risk is typical for projects of this nature. IDOT already has well-established relationships and agreements with key entities including Amtrak, Union Pacific, and other railroads with ownership and operations in the corridor including Norfolk Southern, KCS, Canadian National, and TRRA. IDOT has experience mitigating issues that arise during NEPA processes, again as demonstrated by the completion of the 2003 EIS/2004 ROD.

IDOT does not anticipate requiring significant technical assistance from FRA given the state's background with projects of this nature. It is intended and anticipated that the project will proceed with close coordination with FRA to ensure compliance with requirements.

- (2) Timeliness of Planning Project Completion:** Provide a brief timeline for completion of key milestones within the period of performance for the planning activity. *Please upload a schedule if available. Please limit response to 2,000 characters.*

Describe the extent to which the planning activities will:

- Directly lead to project and/or Service Development Program applications
- Lead to NEPA for route selection
- Lead to completion of a Service Development Program
- Lead to construction and service delivery

Key milestones for the project, measured from start date, will include:

- issue Notice of Intent (1 month)
- scoping meetings (3 months)
- Notice of Availability published and Draft Supplemental EIS made available (10 months)
- public hearing within 30 days of draft availability (11 months)
- collect and incorporate comments into Final Supplemental EIS (14 months)
- comment period and incorporation of comments (16 months)
- NOA of Final Supplemental EIS

As previously noted, passenger service already operates on the corridor, route selection has been made, and a Service Development Plan has already been prepared for the corridor. This EIS will consider the impact of improvements forming the last phase of development required for the 110 MPH service on the corridor.



Project Name: IL-Chicago-St. Louis Double Track NEPA Date of Submission: 08/24/09 Version Number: 1

F. Additional Information

(1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section D, Question 3). This section is optional.

C (2): The state's Capital Plan is HB 312, Public Act 96-0035 which can be found at <http://www..com/upload/New647.pdf>

Project Name: IL-Chicago-St. Louis Double Track NEPA Date of Submission: 08/24/09 Version Number: 1

G. Summary of Application Materials

Application Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Documents	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Planned Investment map		✓	Application Question B.6	Map of the Planned Investment location. Please upload into <i>GrantSolutions</i> .	None
Standard Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424A: Budget Information-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424B: Assurances-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA's website at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf . The document should be signed by an authorized certifying official for the applicant. Submit through <i>GrantSolutions</i> .	Form

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

Upload #2

Applicant:	Illinois Department of Transportation
Application Number:	IPR2010000049
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning - Illinois - Chicago to St. Louis Double Track NEPA
Status:	Submitted
Document Title:	FRA Assurances

**U.S. Department of Transportation
Federal Railroad Administration**

**Certifications Regarding Debarment, Suspension and Other Responsibility Matters,
Drug-Free Workplace Requirements and Lobbying**

**PART A: Certification Regarding Debarment, Suspension and Other Responsibility Matters – Primary Covered Transactions
(Pursuant to 2 CFR Part 180)**

- (1) The grantee certifies to the best of its knowledge and belief, that it and its principles:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State or local) terminated for cause or default.
- (2) Where the grantee is unable to certify to any of the statements of this certification, he or she shall attach an explanation to this application.

PART B: Certification Regarding Drug-Free Workplace Requirements (Pursuant to 49 CFR Part 32)

- A. The grantee certifies that it will or continue to provide a drug-free workplace by:
- (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - (b) Establishing an ongoing drug-free awareness program to inform employees about—
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
 - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

- (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer in writing of his or her conviction for a violation of criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
- (e) Notifying the agency in writing, within ten calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;
- (f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee is so convicted—
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (e) and (f).

B. The grantee may insert in the space below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

Check ☐ if there are workplaces on file that are not identified here.

PART C: Certification Regarding Lobbying (Pursuant to 49 CFR Part 20)

CHECK ☐ IF APPLICABLE
 CERTIFICATION IS FOR THE AWARD OF A GRANT OR COOPERATIVE AGREEMENT EXCEEDING
 \$100,000
 OR
 A FEDERAL LOAN EXCEEDING \$150,000

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award document for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

As the authorized certifying official, I hereby certify that the certifications in Parts A, B, and C (if C is applicable) are true.



SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL

George Weber - Bureau Chief

TYPED NAME AND TITLE

08/21/2009

DATE

Upload #3

Applicant:	Illinois Department of Transportation
Application Number:	IPR2010000049
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning - Illinois - Chicago to St. Louis Double Track NEPA
Status:	Submitted
Document Title:	Multi-State MOU

Midwest HSR Corridor

MEMORANDUM OF UNDERSTANDING

Involving

State of Illinois, State of Indiana, State of Iowa, State of Michigan, State of Minnesota, State of Missouri, State of Ohio, State of Wisconsin, and City of Chicago

For

The Implementation of High-Speed Rail Passenger Service and Connections

Involving Corridors Linking Cities in their Respective States

This Memorandum of Understanding (MOU) is entered into this 27th day of July, 2009, by the Governors in eight Midwestern states, including Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio and Wisconsin, and the Mayor of the City of Chicago (MOU Participants) for the purpose of coordinating and documenting individual applications to the Federal Railroad Administration (FRA) for funding from the American Recovery and Reinvestment Act of 2009 (ARRA) to develop the Chicago Hub High-Speed Rail Corridor (Midwest corridor). The Midwest corridor will connect cities throughout the Midwest with frequent and reliable high-speed and conventional intercity rail service, and will provide service connections to adjoining regional corridors.

This MOU establishes MOU Participants' respective roles and responsibilities in implementing actions relating to the establishment of high-speed and conventional intercity rail passenger service. This rail service is to be operated along corridors established as part of the Midwest Regional Rail Initiative (MWRRI), a collaborative effort by managers and directors of Midwestern State transportation agencies, established in 1996, to plan the rail priorities of the region. This MOU also recognizes Chicago as the hub of Midwestern rail operations, which is consistent with plans outlined in the FRA's "Vision for High-Speed Rail in America" and the regional vision for a Midwest corridor. This MOU further recognizes the importance of adjoining and complementary corridors not specifically recognized in the MWRRI plan, for purposes of connecting and providing service to all parts of the nation.

WHEREAS, the Chicago Hub is the center of our country's rail transportation network and includes regional intercity/interstate passenger rail corridors serving the multistate Midwestern region with corridor connections to the East Coast, to the West Coast, to the Gulf Coast and to Canada.

WHEREAS, the Midwest Regional Rail Initiative (MWRRI) and the Ohio and Lake Erie Regional Rail (Ohio Corridor), are collaborative efforts established to plan the rail priorities of the multistate Midwest region.

WHEREAS, all MOU Participants agree upon, support and understand the national and Midwest regional priority and importance of a nationwide network including a Chicago Hub that could host trains traveling up to 110 miles per hour serving major cities and mid-sized cities across the region, along with connections to adjoining regional corridors, as envisioned and outlined by President Obama and U.S. Transportation Secretary LaHood.

WHEREAS, the Congress of the United States has made available to the various states a total of \$8 billion in funds through ARRA for the purpose of funding the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) to establish and improve high-speed passenger rail service throughout the nation.

WHEREAS, all participating states, in partnership with the FRA, agree to advocate for additional appropriations through Congress, in support of these collaborative efforts.

WHEREAS, all MOU Participants agree upon and support a regional and national vision for developing a high-speed and conventional rail network across the Midwest that will provide expanded and ongoing service opportunities throughout the region, with connections to corridors across the nation.

WHEREAS, all MOU Participants recognize a priority to establish high-speed rail service from the Chicago Hub to corridors consisting of Chicago-St. Louis, Chicago to Milwaukee-Madison, and Chicago to Detroit-Pontiac, that would form a high-speed hub in the heart of the nation with high-speed and conventional passenger train service connections radiating to seven other Midwestern states and beyond:

- Connecting to the East by way of Indiana with the Ohio network and service to Toledo and the 3C Corridor: Cleveland-Columbus-Dayton-Cincinnati;
- Connecting to the Southeast to Indianapolis, Indiana and Cincinnati, Ohio;
- Connecting to the Northeast to Grand Rapids/Holland and Port Huron, Michigan;
- Connecting to the North to Green Bay, Wisconsin;
- Connecting to the Northwest to the Twin Cities of Minnesota;
- Connecting to the Southwest and West through St. Louis to Kansas City, Missouri;

- Connecting to the South to Carbondale, Illinois;
- Connecting to the West to Quad Cities, Ill.-Iowa City, Iowa-Des Moines, Iowa-Omaha, Neb.; and to Quincy, Illinois.

NOW, THEREFORE, be it resolved that the Governors and the Mayor of Chicago agree they will:

- Establish a high-level, multi-state steering group with a representative from each signatory to this MOU. The purpose of the Midwest Rail Steering Group will be to coordinate the region's applications and work associated with all ARRA application to provide guidance, leadership and a single advocacy voice in support of the region's collective high-speed rail priorities. The Steering Group shall identify a point of contact between MOU Participants and the U.S. Department of Transportation.
- Coordinate and cooperate fully in support of each MOU Participant's individual state applications for high-speed and intercity rail funding.
- Coordinate and negotiate with the major railroads to sign agreements for the development of high-speed rail corridors, and the identified individual projects by stated priority .
- Be free to pursue individual memoranda of agreement or understanding among MOU Participants, related to specific projects involved in support of the overall application and vision for the Midwest corridor.
- Be separately responsible for any and all work taking place within their respective state boundaries.
- Allow other Midwestern or contiguous states the opportunity to join in this MOU at any time if they are willing to support all aspects of the agreement in place.

BE IT FURTHER RESOLVED THAT the parties may mutually agree in writing to amend this MOU and to develop such additional provisions and procedures as they determine to be necessary in order to pursue the development of high-speed and conventional intercity passenger rail service.

AND, FINALLY, BE IT RESOLVED THAT in signing this MOU, the undersigned understand and accept the roles and responsibilities assigned to each of the parties. Each of the parties agrees to cooperate to the maximum extent possible to ensure that the project is developed in full compliance with Federal and State requirements

and to ensure that there is maximum communication and minimum duplication of effort.

State of Illinois State of Indiana

Pat Quinn, Governor Mitch Daniels, Governor

Date_____ Date_____

State of Iowa State of Michigan

Chet Culver, Governor Jennifer Granholm, Governor

Date_____ Date_____

State of Missouri State of Minnesota

Jay Nixon, Governor Tim Pawlenty, Governor

Date_____ Date_____

State of Ohio State of Wisconsin

Ted Strickland, Governor Jim Doyle, Governor

Date_____ Date_____

City of Chicago

Richard M. Daley, Mayor

Date_____

Upload #4

Applicant:	Illinois Department of Transportation
Application Number:	IPR2010000049
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning - Illinois - Chicago to St. Louis Double Track NEPA
Status:	Submitted
Document Title:	UP/IDOT MOU

MEMORANDUM OF UNDERSTANDING

BETWEEN

UNION PACIFIC RAILROAD

AND

ILLINOIS DEPARTMENT OF TRANSPORTATION

FOR

A PROCESS RELATED TO FURTHER STUDY OF A HIGH SPEED PASSENGER RAIL (110MPH) PROPOSAL AS IDENTIFIED IN THE MIDWEST HIGH SPEED RAIL INITIATIVE BETWEEN CHICAGO, ILLINOIS AND ST. LOUIS, MISSOURI USING PORTIONS OF UNION PACIFIC PROPERTIES AND RIGHTS OF WAY

WHEREAS, the Illinois Department of Transportation ("IDOT") is authorized to participate in the planning and development of a High Speed Rail (HSR) project in the State of Illinois; and

WHEREAS, IDOT intends to apply for funding from the American Recovery and Reinvestment Act's (ARRA) \$8 billion HSR appropriation and operate a total of 8 trains per day each way between Chicago and St. Louis on one-way schedules of approximately 4 hours (110 mph maximum speed); and

WHEREAS, ARRA funding must be obligated by 2012; and

WHEREAS, Amtrak currently operates a service supported by the State of Illinois between Chicago and St. Louis and may operate the proposed service in the future; and

WHEREAS, Union Pacific Railroad (UP) owns critical rights of way and operates freight rail transportation services within the state of Illinois and is responsible for protecting the interests of its customers, shareholders, and employees; and

WHEREAS, a key component of the route where IDOT intends to operate the proposed HSR Chicago-St. Louis passenger service is comprised of UP's owned and operated routes between Joliet, Illinois and Q Tower in East St. Louis, IL ("Q"), also collectively known as the "Southern Pacific Chicago St. Louis" route (SPCSL); and

WHEREAS, UP is currently constructing an Intermodal (Rail/Truck transfer) facility, four miles south of Joliet on the SPCS, and intends to increase intermodal and other train volume on the SPCS; and

WHEREAS, UP must protect performance of its current and future freight train operations on the SPCS, and IDOT and Amtrak desire to operate a reliable, on schedule, passenger operation on the same route; and

WHEREAS, IDOT has previously invested State Funds for High Speed Rail on the Mazonia to Springfield segment of the SPCSL.

NOW THEREFORE, the undersigned parties of this Memorandum agree to;

- 1) Develop an infrastructure investment plan ("the Plan") to safely and efficiently operate 110mph passenger trains on the SPCSL while providing the capacity necessary to protect both passenger and UP freight trains on demand. Plan elements will be developed by UP and IDOT, with UP in the leadership role, including input from Amtrak.

- a. IDOT will fund the expenses required for UP to develop the plan. UP's Network Planning & Operations Department will provide a preliminary estimate of these expenses and draft an agreement to cover the process.

- b. UP will validate the plan and the necessary project sequencing with an RTC train simulation model.

- c. A more detailed cost estimate will be required, and provided by UP, in subsequent phases outside the scope of this agreement.

- d. IDOT will provide a Phase I environmental analysis to accommodate the plan.
- e. UP and IDOT will take all reasonable actions to ensure that the plan can be implemented.

2) Address the following safety elements in the plan:

- a. Positive Train Control systems.
- b. Required track and structure components (i.e. Premium Rail and Concrete Ties).
- c. Super-elevation of curves.
- d. Appropriate grade separation and crossing warning devices.
- e. Station designs that protect passengers from train flows.
- f. Other safety elements as required (i.e. fencing).

3) Invest in the additional capital improvements required to allow all parties to operate efficiently and safely.

- a. Operate 16 High Speed passenger trains (8 each way) plus a pair of Texas Eagle trains.

- b. Accommodate UP's existing and planned freight trains, including those to/from the Joliet facility, protecting projected freight growth.

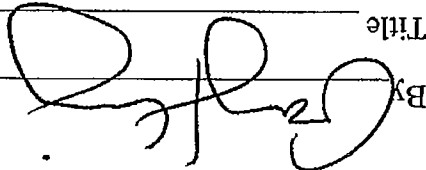
4) Protect the following performance and service objectives:


- a. Meeting of passenger schedule requirements including during the construction period.
 - b. Capability for passenger trains to recover to schedule from unplanned events and delay.
 - c. Operation of Freight Trains on demand without curfew periods.
 - d. Preservation of service to current and future local freight customers at levels required by the marketplace.
 - e. Provision for efficient track maintenance and construction procedures by maintaining 20 foot track centers where possible.
- 5) Base the plan on common dispatching control of the entire route.
- a. Maintain UP control of the overall route from Joliet to Q.
 - b. Jointly negotiate UP dispatching control for the following segments of, or points along the SPCSL:
 - i. 22nd Street Chicago to Joliet (CN).
 - ii. UD Tower in Joliet (Metra).
 - iii. Iles to Hazel Dell in Springfield (NS).
 - iv. Godfrey to Q Tower Joint trackage (KCS).
- 6) Develop a plan for efficient operation of all trains between WR Tower and St. Louis which best utilizes all available routes and river crossings (jointly with TRRA).
- 7) Complete the development of the plan and preliminary cost estimate by June 30, 2009 for the Joliet to Q segment.
- a. Establish a regular review and communication process between the parties.
 - b. In the event a party determines that this project will not receive adequate ARRA or State funding to carry out the agreed upon plan, any party at its sole discretion, may give written notice to the other party and terminate this MOU.
 - c. The information to be developed and exchanged between the parties will include proprietary information of a confidential nature. The parties agree that while the public will be informed of the general progress of the study, proprietary information will be maintained in confidence by the parties and will be the subject of future specific confidentiality agreements, which the parties agree to put in place.
- 8) Upon successful completion of the Plan, pursue joint development of subsequent goals including the following:

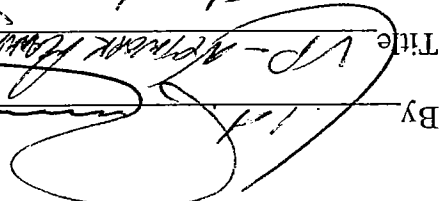
- a. More detailed Engineering cost estimates.
 - b. Negotiation of the terms of an agreement covering construction between the parties.
 - c. Project permitting, design and construction.
- 9) Work together to negotiate further agreements to implement this MOU.

Illinois Department of Transportation

Union Pacific Railroad

By 
 Title _____
 Date _____

By 
 Title S.E. Vice Pres. Dept
 Date 5/8/09

Approved as to Form _____
 By 
 Title VP - General Manager
 Date 05/15/09

By _____
 Title Chief Counsel
 Date _____

Upload #5

Applicant:	Illinois Department of Transportation
Application Number:	IPR2010000049
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning - Illinois - Chicago to St. Louis Double Track NEPA
Status:	Submitted
Document Title:	IL/MO MOU

**MISSOURI/ILLINOIS
MEMORANDUM OF COOPERATION ON HIGH-SPEED RAIL DEVELOPMENT**

WHEREAS, the State of Missouri and the State of Illinois are vital centers of business and commerce in the American Midwest which share a border and a major metropolitan area; and

Whereas, expeditious travel between major metropolitan hubs, such as Chicago, Illinois and St. Louis, Missouri, is increasingly critical to the development of new business and the growth of existing commerce in the Midwest; and

Whereas, a high-speed rail line connecting downtown Chicago with downtown St. Louis would provide travelers with a fast, cost-effective means of transit between two major national commercial centers; and

Whereas, the operation of a high-speed rail line between Chicago and St. Louis would provide enhanced economic development opportunities over the long-term by upgrading infrastructure; and

Whereas, the design, development and construction of a high-speed rail line between Chicago and St. Louis would yield positive economic impacts for both states in the near-term by creating new jobs and spurring activity among suppliers; and

Whereas, a high-speed rail project linking Chicago and St. Louis would speed economic recovery, transformation and growth in the region while adopting more forward-looking transportation infrastructure; and

Whereas, the United States Department of Transportation will make available \$8 billion in funds for purposes of developing and building high-speed rail systems across states or multi-state regions; and

Whereas, the federal government recently issued guidance on the application process for high-speed rail funding and the Chicago to St. Louis line is well-positioned to compete; and

Whereas, Missouri and Illinois have a history of cooperation across state borders, including on transportation matters of great regional importance, such as region-wide public transit and infrastructure for Mississippi River crossings; and

Whereas, Missouri and Illinois are members of the Midwest Interstate Passenger Rail Commission (hereinafter 'the Commission') and the Midwest Regional Rail Initiative (hereinafter 'the MWRRI'), which have been studying regional rail expansion since the mid-1990s; and

Whereas, the planning, foresight and preparation embarked upon by Missouri and Illinois in their work through the Commission and MWRRI provide an existing wealth of data on the economic and environmental effects of a Chicago to St. Louis high-speed rail line; and

Whereas, the history of bi-state cooperation between Missouri and Illinois combined with the shared determination of both states to make transformative changes to the regional economy provides a strong foundation for working in concert on submitting the strongest possible application for federal high-speed rail funds; and

Whereas, it is critical that Missouri and Illinois act quickly to build upon the work that each state has already accomplished and the work that they have done as members of the Commission and MWRRI to build a high-speed rail line from St. Louis to Chicago:

Now, therefore, we, Jeremiah W. (Jay) Nixon, GOVERNOR OF THE STATE OF MISSOURI, and Pat Quinn, GOVERNOR OF THE STATE OF ILLINOIS do hereby execute this

MEMORANDUM OF COOPERATION ON HIGH-SPEED RAIL DEVELOPMENT

through which both states will work cooperatively, bringing to bear all the appropriate resources, expertise, and information of each state for purposes of transforming state economies and enhancing regional transportation infrastructure by competing together for federal high-speed rail funding for a high-speed rail line connecting downtown St. Louis, Missouri with downtown Chicago, Illinois.

IN WITNESS WHEREOF, we have hereunto set our hands, in the City of St. Louis, Missouri, on this 22nd day of June, 2009.

Jeremiah W. (Jay) Nixon
Governor of Missouri

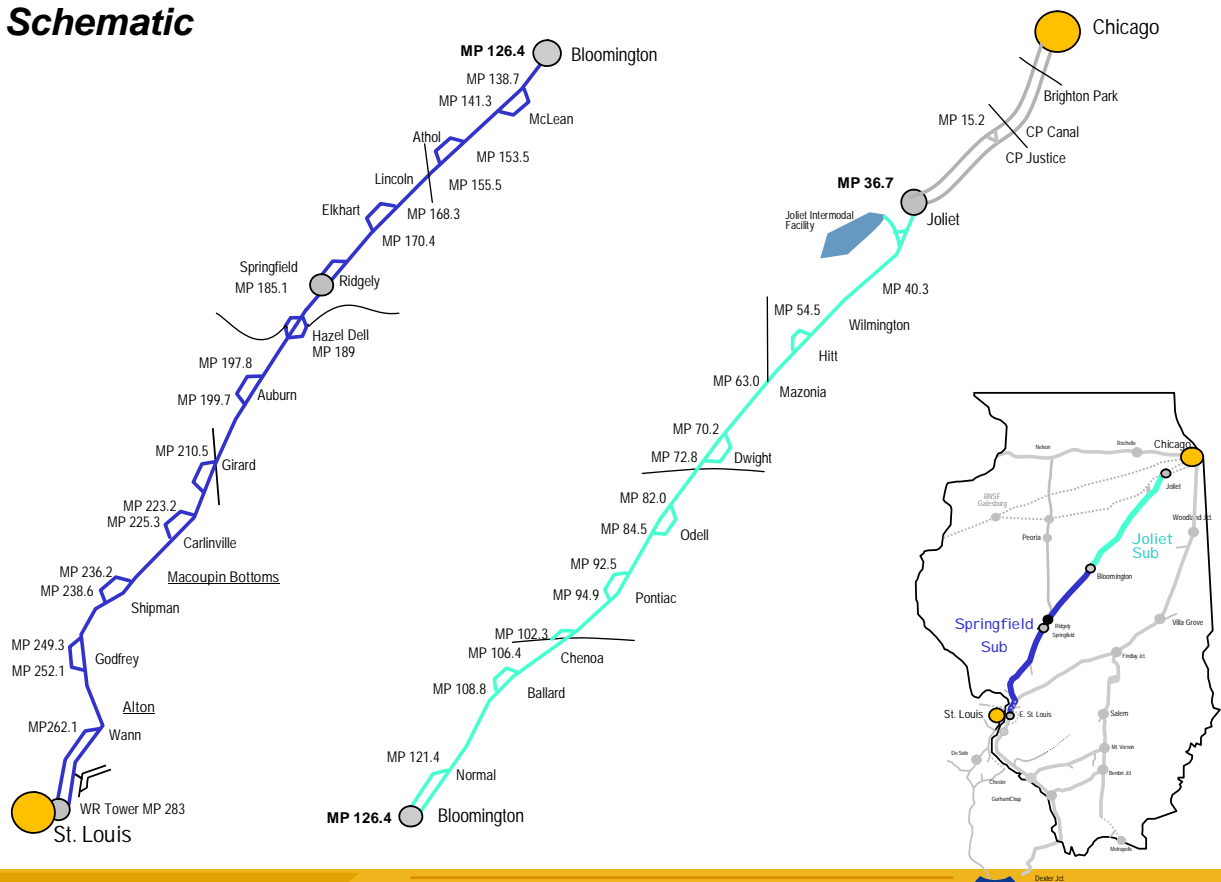
Patrick J. Quinn
Governor of Illinois

Upload #6

Applicant:	Illinois Department of Transportation
Application Number:	IPR2010000049
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning - Illinois - Chicago to St. Louis Double Track NEPA
Status:	Submitted
Document Title:	Proejct Schematic - Chicago to ST. Louis

SPCSL

Base Schematic



Network Planning 6/30/09 **DRAFT**

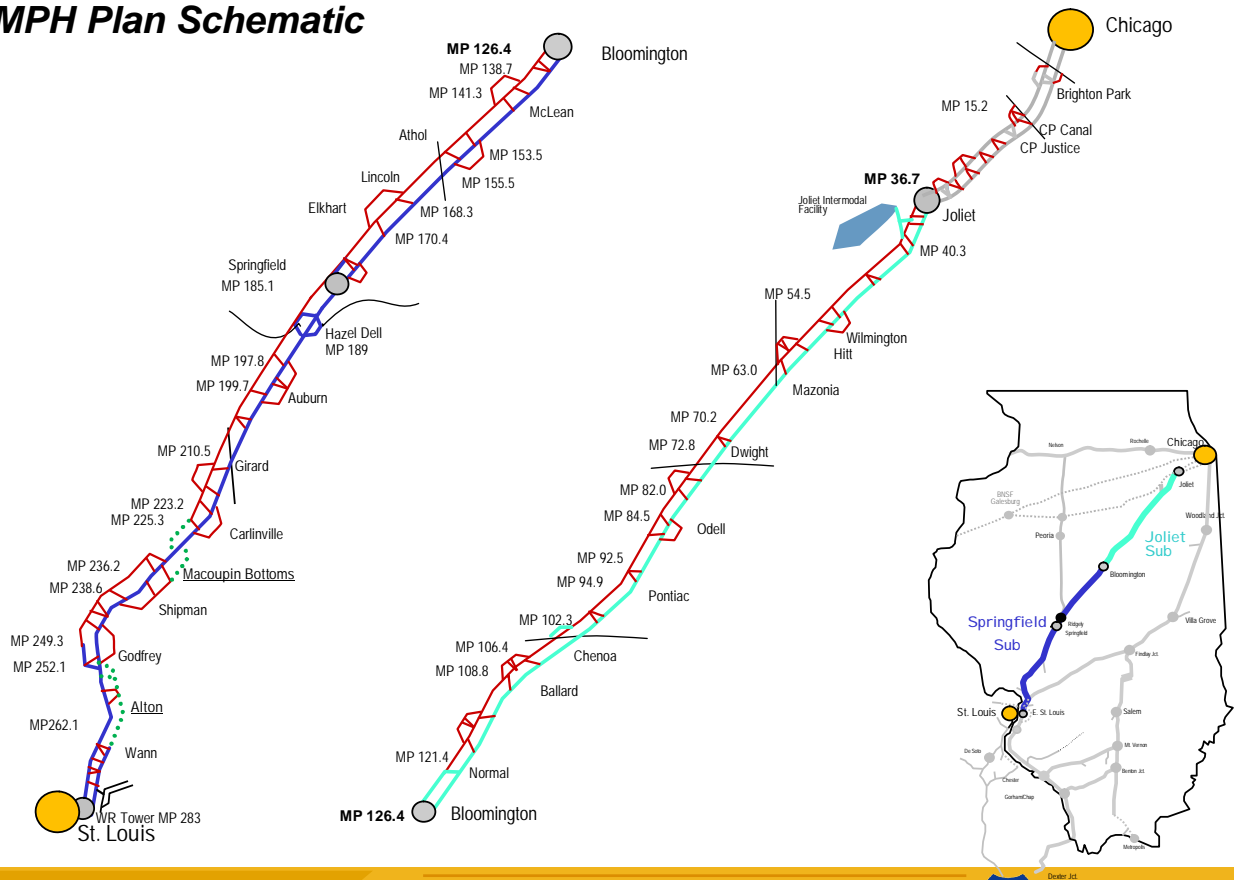
1



BUILDING AMERICA®

SPCSL

110 MPH Plan Schematic



Network Planning 6/30/09 **DRAFT**

2



BUILDING AMERICA®